Table 2-1 Recommended Highway Projects

Facility ID	Facility & Segment Facility	From	To	Description	Distance (mi)	Existing System Cross-Section lanes	Existing System Speed Limit (mph)	Existing System Capacity (vpd)[1]	Existing System 2005 ADT[2]	Proposed System Capacity (vpd)[1]	Proposed System 2030 ADT[3]	Proposed System Cross-Section lanes	Other Maps	Source
Henderson														
Freeways														
C1	I-26	US 25	I-40 (Buncombe Co)	Widen to 6 lanes	22.5	4	60/65	72,900	70,800	109,400	80,500	6	A	LRTP
C2	US 25	I-26	NC 225 (Greenville Hwy)	Upgrade to 4-lane freeway	3.8	2	55	25,500	16,500	55,700	26,300	4		LRTP
Expressways														
C3	Balfour Parkway	NC 191	US 64 (East of I-26)	Construct 4-lane expressway	4.6					31,700+		4		LRTP
Boulevards														
C4	Upward Rd (SR 1783)	US 176 / US 25 Bus	Howard Gap Rd (SR 1006)	Widen to 4 lanes with median	2.5	2	35/45	11,400	17,500	30,600	35,200	4	C	LRTP
C5	NC 191	NC 280	Balfour Parkway	Widen to 4 lanes with median	4.2	2	45	16,700	14,400	31,700	27,600	4		LRTP
C6	NC 191	NC 280	Blue Ridge Parkway (Buncombe Co)	Widen to 4 lanes with median	7.1	2	45/55	12,500	10,300	30,600	21,800	4	A	LRTP
C7	NC 280	NC 191 (N int with NC 280)	Transylvania County line	Convert TWLTL to median and general access control	7.4	5	45/55	29,100	25,800	29,100	24,800	4		SHC
C8	US 64	Howard Gap Rd (SR 1006)	Fruitland Rd (SR 1574)	Convert TWLTL to median	0.6	5	50	31,700	*17,000*	31,700	*26,300*	4		
C9	Howard Gap Rd (SR 1006)	Upward Rd (SR 1783)	US 25	Widen to 4 lanes with median; geometric improvements	12.2	2	35-45	10,400	8,500	30,600	20,000	4	C	LRTP
C10	Fanning Bridge Rd Extension	US 25	Howard Gap Rd (SR 1006)	Construct 4-lane median facility w/ new RR grade sep.	0.5					26,300		4	C	
C11	US 64	South Rugby Rd (SR 1312)	Banner Farm Rd (SR 1314)	Widen to 4 lanes with median	0.4	2	45	13,200	14,400	26,300	17,200	4		
C12	Butler Bridge Rd (SR 1345/1352/1354/1351)	US 25	NC 280	Widen to 4 lanes with median	2.6	2	35-45	up to 10,400	4,800	26,300	7,800	4	C	
Other Major Thoroughfares														
C13	US 64	Buncombe St	Brickyard Rd (SR 1424)	Add TWLTL; possible multi-lanes	8.7	2	35-55	13,400	16,500	17,900	19,100	3		LRTP
C14	NC 191	Balfour Parkway	US 25 Bus	Add TWLTL	3.0	2	35/40	13,200	13,400	15,200	14,100	3		LRTP
C15	US 64	Fruitland Rd (SR 1574)	Gilliam Rd (SR 1577)	Add TWLTL	2.7	2	50	15,800	10,700	15,900	12,900	3		
C16	US 176 / US 25 Bus	NC 225 (Greenville Hwy)	Shepherd St (SR 1779)	Access management and spot intersection improvements	1.5	5	35	30,600	25,100	30,600	29,100	5		
C17	NC 225 (Greenville Hwy)	US 176 / US 25 Bus	Erkwood Dr (SR 1164)	Add turn lanes, widen shoulder and improve geometrics; possible multi-lanes	1.4	2	35	11,400	11,300	14,400+	11,600	2+		
C18	NC 225 (Greenville Hwy)	W Blue Ridge Rd (SR 1812)	Little River Rd (SR 1123)	Add turn lanes, widen shoulder and improve geometrics as appropriate	0.1	2	35	9,300	*6,600*	11,800	*8,200*	2		
Minor Thoroughfares														
C19	White St	US 176 / US 25 Bus	Kanuga Rd (SR 1127)	Construct 3-lane connector; intersection realignment/improvements at US 25B/176	0.4					13,900		3	C	
C20	Shepherd St (SR 1779)/Airport Rd (SR 1755	NC 225 (Greenville Hwy)	Tracy Grove Rd (SR 1793)	Align w/ Erkwood; realign @ New Hope Rd; add TLs, widen shoulder & improve geometrics	2.3	2	35	10,400	4,800	13,200	6,400	2	C	
C21	Tracy Grove Rd (SR 1793)	Airport Rd (SR 1755)	Dana Rd (SR 1525)	Add turn lanes, widen shoulder and improve geometrics as appropriate	1.5	2	35	10,400	6,800	13,200	8,800	2	C	
C22	Duncan Hill Rd (SR 1525) / Signal Hill Rd (S	US 64	N Main St (SR 1503)	Add turn lanes - possibly TWLTL - widen shoulder and improve geometrics	0.8	2	35	10,400	*9,900*	13,200	*11,400*	2		
C23	Berkeley Rd (SR 1508/1511)	N Main St (SR 1503)	US 25 Bus	Add turn lanes - possibly TWLTL - widen shoulder and improve geometrics	1.2	2	35	10,400	7,200	13,200	5,000	2		
C24	Blythe St (SR 1180)	NC 191	US 64	Add turn lanes, widen shoulder and improve geometrics as appropriate	0.8	2	35	10,400	7,100	13,200	6,800	2	C	
C25	Lake Ave	Blythe St	Hebron Rd (SR 1172)	Add turn lanes, widen shoulder and improve geometrics as appropriate	0.6	2	35	9,300	*4,300*	11,800	*4,800*	2	C	
C26	Hebron Rd (SR 1172)	Lake Ave	State St	Add turn lanes, widen shoulder and improve geometrics as appropriate	0.5	2	35	10,400	4,400	13,200	5,100	2	C	
C27	State St	Hebron Rd (SR 1172)	Kanuga Rd (SR 1127)	Add turn lanes, widen shoulder and improve geometrics as appropriate	0.6	2	25/35	10,400	*6,700*	13,200	*7,300*	2	C	
C28	Kanuga Rd (SR 1127)	US 25 Bus (Church St)	Little River Rd (SR 1123)	Add turn lanes, widen shoulder and improve geometrics as appropriate	3.9	2	35/40	11,400	12,400	14,400	14,100	2	C	
C29	Erkwood Dr (SR 1164)	Kanuga Rd (SR 1127)	NC 225 (Greenville Hwy)	Align w/ Shepard; add turn lanes, widen shoulder and improve geometrics	1.4	2	35	10,400	7,000	13,200	8,900	2	C	
C30	Sugarloaf Rd (SR 1734)	US 64	Pace Rd (SR 1726)	Add turn lanes, widen shoulder and improve geometrics as appropriate	3.0	2	35/45	10,400	11,300	13,200	13,100	2	C	
C31	Old Cane Creek Rd (SR 1541)	Fanning Bridge Rd Extension	Cane Creek Rd (SR 1545)	Pave road and shoulder; upgrade road including widened lanes	0.3	2	35	<8,000	N/A	13,200	N/A	2		
C32	Old Airport Rd/Mills Gap Rd (SR 1547/1551)	US 25	Hoopers Creek Rd (SR 1553)	Widen to 3 lanes; widen shoulder and improve geometrics as appropriate	2.3	2	45	11,400	10,200	14,400	16,900	3	C	LRTP
C33	Hoopers Creek Rd (SR 1553)	Mills Gap Rd (SR 1551)	Terrys Gap Rd (SR 1565)	Add turn lanes, widen shoulder and improve geometrics as appropriate	2.3	2	45	8,000	3,400	10,000	7,200	2	C	
C34	Cummings Rd (SR 1171)	US 64	Hebron Rd (SR 1171)	Add turn lanes, widen shoulder and improve geometrics as appropriate	2.5	2	40/45	8,000	3,000	10,000	3,700	2		LRTP
C35	West Blue Ridge Rd (SR 1812)	NC 225 (Greenville Hwy)	Roper Rd (SR 1807)	Add turn lanes, widen shoulder and improve geometrics as appropriate	1.2	2	25	9,300	1,900	11,800	3,600	2	C	LRTP
C36	Fanning Bridge Rd (SR 1358)	US 25	NC 280	Add turn lanes, widen shoulder and improve geometrics as appropriate	2.2	2	35	11,400	6,600	14,400	9,400	2	C	LRTP
C37	Fruitland Rd (SR 1574)	US 64	South of Sugar St (SR 1581)	Add turn lanes, widen shoulder and improve geometrics as appropriate	1.0	2	35	11,400	5,000	14,400	12,500	2		LRTP

The Other Maps column means that these facilities are included on other Comprehensive Transportation Plan elements and these elements should be reviewed: Highway Public Transportation & Rail Bicycle Pedestrian

Notes:

1. Approximate level-of-service (LOS) E capacity in vehicles per day (vpd). These capacities are extracted from the FBRMPO Travel Demand Model and in most cases represent a typical value for the existing/proposed facility type. Where facilities do not exist in the model, the capacity listed in the table has been approximated using the same methodology as was used to develop capacities for the model. The capacity listed is for the location of the count; if no count existed a representative value of the corridor is given. It is important to note that LOS E capacity is largely unaffected by operational improvements (i.e. paved shoulders, access management) which increase the capacity at higher levels of service. Deficiency analysis was based on peak hour analysis so the reported capacities and volumes may not reflect the basis for the needs determination.
2. The 2005 ADT value is the actual count taken by NCDOT's Traffic Survey Unit. Where multiple counts were available along a corridor, the highest value was reported; note that higher volumes may exist along the corridor that were not counted. This value should not be taken as represenative for the entire corridor, rather traffic survey maps should be consulted to determine a representative value. For projects crossing county boundaries, the highest value for the entire corridor has been reported in all locations the project appears in the table.
3. The 2030 future year values have been estimated by simply taking the absolute change in assigned volume (from the FBRMPO Travel Demand Model) and adding this to the 2005 ADT. This should be a reasonable estimate of future year volume but in no way is a substitute for an official traffic forecast. Note that where an official traffic forecast exists, there may be a discrepancy between the two values. The future year volume is reported for the same location along the corridor as the 2005 ADT.

N/A indicates projects which have no count available, are not in the model and/or a count is not relevant (such as an intersection/interchange type improvement); unavailable data for new location projects has been grayed out.
Values in *italics* have been estimated from adjacent counts and are thought to be reasonable. They should be used with caution, however, as no count data exists for this segment.
In instances where count data varied tremendously along the length of a project, "various" was used in place of a single value.